Application

17088 - 2022 Unique Projects

17596 - Mobility Hubs

Regional Solicitation - Unique Projects

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Primary Contact

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What Grant Programs are you most interested in?	Regional Solicitation - Transit and TDM Projects			

Organization Information

Name:	Metro Transit
Jurisdictional Agency (if different):	

Organization Type:	Metropolitan Council
Organization Website:	
Address:	560 Sixth Avenue North

*	Minneapolis	Minnesota	55411
	City	State/Province	Postal Code/Zip

County:	Hennepin
Phone:*	651-602-1000 Ext.
Fax:	
PeopleSoft Vendor Number	METROTRANSIT

Project Information

Project Name	Regional Mobility Hubs
Primary County where the Project is Located	Hennepin, Ramsey
Cities or Townships where the Project is Located:	Minneapolis, Brooklyn Center, Maplewood, St. Paul
Jurisdictional Agency (If Different than the Applicant):	

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

Development of regional mobility hubs where people can connect with multiple low and no-carbon mobility options in a safe, comfortable and accessible environment that facilitates convenient and reliable connectivity across modes.

1. Brooklyn Center Transit Center, 2900 Bass Lake Road, Brooklyn Center, MN
a. Northway Drive, Local Street/Bass Lake Road, A Minor Augmentor

2. Sun Ray Transit Center, City of St. Paul, Ramsey County
a. Pedersen Street, Local Street/Wilson Avenue, Minor Collector

3. Maplewood Mall Transit Center, 1793 Beam Ave., Maplewood, MN

a. Southlawn Drive, Major Collector
4. Penn Ave N and Lowry Ave N, Minneapolis, MN

a. Penn Ave N: Other Arterial/Lowry Ave N: Other Arterial

5. 26th Ave NE and NE Central Ave, Minneapolis, MN

a. NE Central Ave: A-Minor Augmentor/26th Ave NE: Not classified

6. Lake Street Corridor, Minneapolis, MN

a. The location will either be Hiawatha/Lake, I-35 and Lake, or Chicago/Lake
b. Lake St : A-Minor Augmentor

7. Cedar/Riverside, Minneapolis, Hennepin County

a. Cedar Ave: A-Minor Reliever

Mobility hub improvements will include multimodal infrastructure improvements, technology improvements, resilient infrastructure investments, and placemaking amenities.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Regional Mobility Hubs - Metro Transit

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

0

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

$1,600,000.00

Match Amount

$400,000.00

Minimum of 20% of project total

Project Total

$2,000,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage

20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Local funding

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2024

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years:

2025

Select all years that are feasible if funding in an earlier year becomes available.

For All Projects

County, City, or Lead Agency

Metro Transit

Zip Code where Majority of Work is Being Performed 55414

For Construction Projects Only

(Approximate) Begin Construction Date

(Approximate) End Construction Date

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address) n/a

To:
(Intersection or Address) n/a

DO NOT INCLUDE LEGAL DESCRIPTION

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Briefly list the goals, objectives, strategies, and associated pages:

GOAL: ACCESS TO DESTINATIONS - PAGE 46

A reliable, affordable, and efficient multimodal transportation system supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.

Objectives:

A. Increase the availability of multimodal travel options, especially in congested highway corridors.

a. This project seeks to improve multimodal travel options through infrastructure.

D. Increase the number and share of trips taken using transit, carpools, bicycling, and walking.

a. This project seeks to increase the number of multimodal trips through infrastructure.

E. Improve the availability and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

a. This project seeks to improve multimodal travel options through infrastructure.

GOAL: HEALTHY AND EQUITABLE COMMUNITIES - PAGE 50

The regional transportation system advances equity and contributes to communities, livability and sustainability while protecting natural, cultural, and

developed environments.

Objectives:

C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options.

a. This project seeks to increase the attractiveness of multimodal trips through infrastructure.

Limit 2,800 characters, approximately 400 words

3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

n/a Unique Projects application

Limit 2,800 characters, approximately 400 words

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

Check the box to indicate that the project meets this requirement. Yes

5.Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6.Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement. Yes

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2020 funding cycle).

Traffic Management Technologies (Roadway System Management): *$500,000 to $3,500,000*
Spot Mobility and Safety: *$1,000,000 to $3,500,000*
Strategic Capacity (Roadway Expansion): *$1,000,000 to $10,000,000*
Roadway Reconstruction/Modernization: *$1,000,000 to $7,000,000*
Bridges Rehabilitation/Replacement: *$1,000,000 to $7,000,000*
Arterial Bus Rapid Transit Project: *N/A to $25,000,000*
Transit Expansion: *$500,000 to $7,000,000*
Transit Modernization: *$500,000 to $7,000,000*
Travel Demand Management (TDM): *$100,000 to $500,000*
Multiuse Trails and Bicycle Facilities: *$250,000 to $5,500,000*
Pedestrian Facilities: *$250,000 to $2,000,000*
Safe Routes to School (Infrastructure Projects): *$250,000 to $1,000,000*

Check the box to indicate that the project meets this requirement. Yes

8.The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.	Yes
The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.	
(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.	
Date plan completed:	03/31/2020
Link to plan:	https://metrocouncil.org/About-Us/Publications-And-Resources/DIVERSITY-EQUITY/ADA-Transition-Plan.aspx
Date self-evaluation completed:	03/31/2021
Link to plan:	https://metrocouncil.org/About-Us/Publications-And-Resources/DIVERSITY-EQUITY/ADA-Transition-Plan.aspx

Upload plan or self-evaluation if there is no link

Upload as PDF

10.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.

Check the box to indicate that the project meets this requirement. Yes

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Measure 1: Innovation

A. Describe the new approach of the project to address existing and/or emerging challenge(s). Identify the challenge(s) that the approach is trying to address and discuss how the approach was developed (e.g., replicated from another region, created a new technology/idea). Also briefly describe the risk assessment of the innovation, any mitigation strategies to manage risks, and who will mitigate the risk, if needed. Examples of challenges include:

Response:

Mobility Hubs are a new concept currently being tested around the world to address the increasing presence of new vehicle types, the increasing demand for shared mobility services ?a market born out of the smartphone and digital economy ? and their integration with transit systems. Technology improvements have attracted new business models and accompanying capital into the transportation market which make it increasingly important for local governments and transit agencies to understand and influence how these new services are implemented.

Starting in 2010, when bike share was introduced into the Twin Cities via the nonprofit Nice Ride and expanding with the introduction of scooters in 2018, cities have been seeking public sector partnerships with shared mobility providers that share their values to enable innovation and help them achieve their goals. Starting in 2019, the City of Minneapolis was one of the first cities to pilot the concept of mobility hubs and they continue to work with cities around the world to refine the idea as the transportation market continues to evolve. More recently, the Met Council created a Regional Mobility Hub Planning Guide to aid in the development of mobility hubs across the region. This project proposed developing a system of regionally significant hubs, as modeled in the Planning Guide and informed by local best practices developed by the City of Minneapolis.

Mobility hubs solve two important challenges that impact transit systems: first- and last-mile access for car-free commuting and the competition for space by competing modes. By consolidating various modal options at Mobility Hub locations, residents will be introduced to new vehicle types, technologies and shared mobility services. These new mobility options help address the connectivity

issues most communities have without residents needing digital access. Mobility hubs also create natural community gathering spaces which improves neighborhood resilience and may also improve digital access. By establishing mobility hubs in historically underinvested neighborhoods, we have an opportunity to have the greatest impact on digital and new vehicle adoption while doing it in the places that need it most. By investing in neighborhood level electric charging and ethernet connectivity, we are also preparing for emerging technologies such as connected and automated vehicles. All electric and digital connectivity improvements will support future connected, automated and electric vehicle adoption in the future.

As more transportation modes become digitally based, communities run the risk of leaving those without digital access behind and disconnected, whether because of the absence of a credit card, a smartphone or even just a phone with consistent data access. Mobility hubs serve as a central, physical location to cluster new modes adjacent to high priority transit locations and increase digital and non-digital access to other mobility options.

Hubs present an additional opportunity to addresses outdated curbside management functions that have long prioritized personal car storage over passenger and freight access. By allocating curb space for pick-up and drop-off zones for additional shared mobility options, mobility hubs can promote more multi-passenger trips. Combining these zones with the right amenities, such as a locker system, hubs can positively impact goods delivery and reduce freight trips. With more businesses relying on package and personal delivery, communities will have to adapt their curb space or run the risk of increasing modal conflicts.

One potential risk for this project will be the challenge of procuring technology that?s unique and fits our regional needs. We plan to address this risk through research and outreach to domestic and international cities and vendors outreach, through our already planned pilots and tests over the next two years and by using a strategic procurement process. A second risk may be generating long-term community buy-in to ensure maintenance of the sites. We are addressing this through strategic agency and district partnerships and through a strong community-based ambassador program.

(Limit 4,200 characters; approximately 600 words)

Measure 2: Environmental Impact

A. Describe how the project will improve regional air quality.
Applicants must describe their methodology for determining the project impact. Also, provide a description of the people/groups that will receive either direct or indirect benefits from the project. Examples of benefits include:

The Mobility Hub project will improve regional air quality by co-locating modes and making non-single occupancy trips (SOV) trips more convenient. To address first- and last-mile connectivity challenges, every location will place shared micromobility options, their supporting infrastructure, or carsharing vehicles and electric vehicle charging adjacent to high frequency transit locations. By consolidating modes and making these locations convenient, reliable places for people to access transit and shared mobility options, commuters will find easier, more attractive options to help them to avoid auto trips, especially during peak-hours. Some locations will also include Evie Carshare and the EV Spot Network locations to connect users to electric vehicle car share and electric vehicle charging.

Response:

By consolidating and offering new mobility options and amenities, many groups stand to benefit from these improvements at hubs. Residents, transit users, delivery vehicles and local businesses benefit the most from these improvements. For residents and transit users, hubs will improve multimodal access, air quality and package delivery. As many hubs are also adjacent to commercial corridors and neighborhood economic activity, installing package lockers to support adjacent businesses and regional delivery could also help consolidate trips and reduce auto and truck trips and neighborhood package delivery. For example, typically a resident would take their car to work, so they could pick up their groceries and other necessities on the way home. With a neighborhood mobility hub, they could take the bus and then pick up their groceries and other necessities, that have already been dropped off at a mobility hub locker system. With designated loading spaces adjacent to a locker system, this will also reduce the amount of delivery truck idling and

bike lane conflicts that typically occur when packages are delivered at individual properties.

In order to measure the impact mobility hubs are having on air quality, the City of Minneapolis will continue its partnership with Aclima to measure air quality and greenhouse gases. In 2022-2023, Aclima will use a fleet of low- and no-emission vehicles outfitted with sensors to measure and analyze a wide variety of air pollution and create a baseline for the Green Zones and surrounding Areas of Concentrated Poverty within the City of Minneapolis. For this project, we will continue this partnership and work with Aclima to measure the impact mobility hubs are having on air pollution in the areas surrounding the Minneapolis hubs and then use this year?s baseline to compare against. Additional details on Aclima and their process are included in the technical memo.

(Limit 2,800 characters; approximately 400 words)

B. Describe how the project will contribute to climate change improvement. Explain how the project will reduce greenhouse gas emissions.

This project will reduce greenhouse gas emissions by providing new mobility options that connect users to transit and help them reduce their need to use a car for short trips. By adding more mobility options at regionally significant locations, and making them easier to access, we aim to change the way people connect to Metro Transit. Our regional transit system has traditionally relied on park and ride locations which have significant infrastructure costs. By testing new mobility options at high frequency park and ride locations, we are informing how Metro Transit could build future facilities along high frequency routes that better connect to shared modes. In addition to connecting residents to the transit system, we're also creating greater opportunity for residents to use shared mobility for the entirety of their trip.

Response:

According to INRIX, 48% of trips nationally, and 41% regionally, in 2018 were under 3 miles (1). These short trips match well with shared mobility options, creating great potential to reduce emissions in the region. Shifting these short trips away from car trips, and especially SOV trips, and replacing them with trips using low- or no-emission vehicles such as transit or shared mobility options, will reduce greenhouse gas emissions. The goal of mobility hubs is to make no- and low-emission modes the most convenient and reliable option for residents which will have a positive effect on user behavior. Each amenity in this project serves as a nudge to the user to choose the more environmentally conscious option because it's also the convenient or more affordable option. Co-locating new mobility options encourages mode shift to transit by addressing first- and last-mile connectivity issues. Additionally, in the longer-term hubs will likely further reduce car trips as fostering transit and shared mobility usage will also encourage and normalize walking, rolling, or using a personal bike for other nearby trips.

Many of these hubs are also regionally significant as they're adjacent to neighborhood corridors and commercial centers. By consolidating package deliveries at mobility hubs, there is also potential to reduce truck traffic and idling and shift more goods to low and no-emission vehicles such as electric cargo bikes for last mile deliveries or use locker systems for local pickup. Mobility hubs also help reduce fleet operations for shared mobility providers by consolidating micromobility charging and parking. This reduces the trips operators must make to warehouses to charge vehicles and makes neighborhood vehicle drop offs and distribution more centralized, further reducing operational vehicle mileage and encouraging the shift to low- and no-emission operational vehicles like electric cargo bikes.

(Limit 2,800 characters; approximately 400 words)

C. Describe how the project will improve surface or ground water quality and management. Examples of improvements include:

Response:

Each of the project sites is already fully developed and built out, so the opportunity for improving stormwater management primarily lies in reducing surface area of impervious pavements along sidewalks at mobility hubs. Our plan is to identify small areas to test green infrastructure or pervious pavements, under or adjacent to micromobility parking areas or in the furnishing zone adjacent to the curb. As the Metro Transit Bus Stop Design Guide - Amenities and Street furniture section currently only allows raised planters and small tree wells in the bus stop zone, this project will look for space in the local right-of-way (ROW) furnishing zone to test small scale green infrastructure improvements.

One idea we plan to test is a micromobility parking facility on top of permeable pavers or small installations of adjacent green infrastructure. The installations and on-going maintenance will be coordinated with the ambassador program as well as a previously piloted youth-focused skills building learning lab run by the City of Minneapolis that taught local high schooler students about green infrastructure in areas of concentrated poverty. In the pilot, in lieu of hiring a landscaping company, the City of Minneapolis hired a local environmental nonprofit to employ 92 students. These students performed outreach, installed native plants around the area, performed two years of maintenance and continued their outreach through publicly available lesson plans, volunteer planting events and through the design and dissemination of native plant seeds.

Paying close attention to user safety and connectivity between modes, we also hope to develop and test solutions that could become standard across all hubs. By reducing impervious pavement area, we also hope to reduce the impacts to our conveyance systems during

stormwater events. On-going maintenance of mobility hub items and green infrastructure will also benefit from co-location because ambassadors will be trained to care for all the needs of each site and benefit from the proximity of each amenity at the site. Tapping into our existing ambassador network and local training programs for green infrastructure installation and maintenance, will also ensure longer-term viability of these installations.

(Limit 2,800 characters; approximately 400 words)

D. Describe how the project will make other environmental improvements. Examples of other environmental elements include:

Response:

This project will address environmental protections by minimizing impacts to adjacent and present wildlife. As all locations are already developed areas, no further impacts or intrusions will occur. All new and replacement lighting will use downward facing and full cut-off lens lights to mitigate light pollution and habitat impacts. In areas with a potential for the presence of bats, ambassador teams will monitor to prevent any impacts.

We also plan to reintroduce native vegetation in our green infrastructure improvements where possible and include the surrounding community in maintenance efforts to foster a sense of ownership in the sites. Additionally, all the non-transit, new mobility options located at the hubs ? car sharing, bicycle and scooter sharing ? will be electric, which will reduce noise pollution. Tires, exhaust and engines cause the greatest amount of noise pollution from vehicles, so by replacing car trips with electric vehicle trips, should reduce noise significantly.

This project could also have an environmental impact by informing the future design of transit stations, centers and related investments. These hubs are a test of first- and last-mile solutions that, if successful, could lead to more formal partnerships between cities, operators and transit agencies. This project provides an opportunity to rethink transitional transit structures, facilities and how we public space is allocated between modes.

(Limit 2,800 characters; approximately 400 words)

Measure 3: Racial Equity

A. Describe how the project will improve connectivity and access to places and opportunity for black, indigenous, and people of color (BIPOC) communities. Examples of improvements include:

Response:

The majority of hubs are in very diverse communities. In Minneapolis, the sites selected have a majority of residents that are black, indigenous and people of color (BIPOC). By improving both transportation and digital access at these locations, we hope to improve the connectivity between neighborhoods, regional destinations and locations that can only be accessed via last-mile connecting modes. The Penn/Lowry site abuts a majority Black or African American neighborhood and Cedar/Riverside is a majority Black or African American neighborhood with a strong East African immigrant cultural identity (ACS, 2019). The Lake Street corridor is a combination of majority black or African American and majority Hispanic or Latino depending on the census block. The Brooklyn Center site is a predominantly Black or African American and Asian community, and the Sun Ray site is a majority Asian community with strong Black or African American and Hispanic populations depending on the census block. Full demographic data for a 2-mile radius around each site is in the technical document.

This project plans to expand Minneapolis' pilot using community ambassadors at mobility hubs and test how such programs work at a regional level. In Minneapolis, previous engagement via ambassadors, in-person events and intercept surveys at hubs, online surveys and virtual sessions, the community has shared that access to jobs, health and human services, food and commercial corridors are most important (3). During the site selection process, these priority locations were chosen in order to imbed hubs into existing community spaces and further support existing needs and desires. One successful partnership the Minneapolis has tested and plans to continue is with libraries. They serve as natural gathering

places for the community and have been among our most successful hubs, providing access to employment and human services information.

Hubs also address a critical need as demonstrated in travel data during COVID (4). The majority of Transit trips on the transit system are no longer happening at traditional rush hour peaks have seen the most significant drop during COVID while and are instead peaking those taken during early afternoon have slightly decreased (11am-1pm). As we transition our route planning and schedule to match needs, shared mobility options at these hubs will provide another reliable layer of travel options as demand shifts. Minneapolis will also continue to focus on increasing ridership in majority BIPOC neighborhoods through its Equity Distribution Area Program (5), which focuses distributing bikes and scooters in Areas of Concentrated Poverty where the population is majority non-white according to the American Community Survey (ACS).

(Limit 2,800 characters; approximately 400 words)

B. Describe how the project will remove or lessen barriers to movement, participation, or cultural recognition. Examples of improvements include:

Response:

As they are already adjacent to new mobility options, hubs also create natural spaces to meet residents where they are and engage them around new transportation infrastructures, technologies and concepts. This project will continue the ambassador program originally piloted by the City of Minneapolis in 2020 which partners with local organizations to train and build staff capacity around transportation education, engagement and ROW maintenance. As was done in 2020, the program will utilize local youth to support engagement, planting and overall site maintenance.

Mobility hubs will also create space for cultural expression and art and emphasize non-language communication in an effort to be as inclusive as possible. We have allocated a portion of this funding in order to be able to provide matching funds and participate in Minneapolis' Public Art Program. As these locations are in areas with a rich sense of cultural and linguistic identity and are populated by people of color, Indigenous people and immigrants, we want to engage with artists from each of the surrounding communities to ensure inclusivity and that their cultural identity is represented. The project will also use lighting, projections and colors to aid in wayfinding and modefinding and update signage to meet the needs of all users and be inclusive of immigrants and residents with low-vision or English proficiency. We'll focus on Universal Design and iconography that's highly visible and easy to read and will also translate signage into popular local languages where most important.

Over the long term, Minneapolis will continue to include this work within other city programs to fund and support a long-term ambassador program that supports engagement and maintenance at all future mobility hubs sites across the city. The ambassador program also helps to address cultural barriers

because engagement is conducted by people from the adjacent communities with shared experiences, cultures and languages. The region will also emulate Minneapolis' successful ambassador program and continue to compensate existing members of the community helping them to take ownership of these local community spaces.

Residents will be able to learn how to use and engage with the new mobility options for the first time in a more inviting space with ambassadors there to help and answer questions. Residents will also be more likely to engage and provide authentic feedback because it will be their neighbors and members of the community they know and already trust. As hubs become a central location to test out and sign up for new mobility options, more people will adopt these new choices and shift away from SOV-trips that are contributing to negative health outcomes and public and traffic safety issues in communities.

(Limit 2,800 characters; approximately 400 words)

C. Describe how the project will contribute to quality-of-life improvements for BIPOC communities. Examples of improvements include:

Response:

In past mobility hub surveys, residents shared the importance of creating safe spaces by addressing traffic safety and public safety where communities can gather, celebrate and remember (6). In Minneapolis, mobility hub locations will be coordinated with street safety improvements whenever possible to maximize benefits for residents while supporting the City's Vision Zero goal to eliminate traffic deaths and severe injuries.

In addition to focusing on infrastructure improvements that enhance traffic safety, this project will also take steps to increase public safety through placemaking and placekeeping by installing elements such as additional lighting and seating to increase the community's presence. The ambassador program will also bring a consistent physical and personal presence to the hubs further fostering greater community inclusion and reinforcing the perception of a safe, community space to gather.

Hubs also increase resilience by ensuring hubs are community spaces that are predictable, safe and inviting environments. And, by providing consistent access to physical resources, information and transportation, the community becomes more resilient in the event of digital disconnections, utility failures or natural disasters. By incorporating local art and more green infrastructure, we also aim to create more space for residents to play and express their creativity, both of which lead to better health outcomes. Shared mobility vehicles also provide critical access to green space such as the regional park and trail system as well as arts and culture sites. Not only do they provide transportation to these spaces, but also provide recreational vehicles to get exercise and enjoy these spaces, which also improves health and wellness.

In past surveys, residents have shared the importance of providing flexible, public spaces along with opportunities for new neighborhood businesses to test their products at community events and markets. Hubs create the space that allow for social interaction and economic activity, which could lead to new community programs or ventures.

(Limit 2,800 characters; approximately 400 words)

Measure 4: Multimodal Communities

A. Describe how the project improves multiple non-single-occupant vehicle (SOV) modes within the system (e.g., transit, biking, walking, carpooling). Examples of improvements include:

Response:

One of the greatest challenges identified with fostering multimodal communities has traditionally been a combination of the frequency and availability of transit and people's ability to easily and seamlessly access first- and last-mile connections to transit. Mobility hubs address this issue head on by physically creating spaces where people can connect with multiple low- and no-carbon mobility options in a safe, comfortable and accessible environment that facilitates convenient and reliable connectivity across modes.

These regionally significant mobility hubs are specifically sited with, and rely on, frequent and high-capacity transit service as its backbone to foster reductions in personal vehicle usage by providing effective, efficient and convenient transportation alternatives and seamless transfers across different travel modes. In addition to transit service at every hub, Minneapolis hubs will include shared bikes, scooters and micromobility parking facilities. All regional hubs will have micromobility parking facilities and some shared mobility options. In Minneapolis, some hubs will also include electric car sharing, cargo bikes or Metro Transit's microtransit service.

The more safe and convenient connections to transit we're able to add to a specific location increases the likelihood that residents can rely upon hubs in their daily routines, regardless how their daily mobility needs change. Mobility hubs also help to foster healthier, safer and more livable communities around transit facilities as more people will also walk and use their personal bike to make that first- and last-mile trip.

Since the Minneapolis launched its shared bikes and scooter programs and its mobility hubs pilots, it has surveyed users on their travel behaviors. In the

2020 survey (7), over 35% of users said they use their own car less often or much less often and over 67% said they have use ridehailing services less often or much less often since using scooters. In a 2021 survey (8), 29% of users said that they would've used a personal car or ridehailing on their most recent trip if a scooter wasn't available. These are significant shifts that will likely increase as we build out more hubs and add more mobility options at each hub such as electric vehicle car sharing, light electric vehicles or cargo bikes, making it easier for residents to rely on low- and no-carbon modes, reduce their SOV trips and even give up car ownership altogether.

At a time when transportation and mobility services, infrastructure and amenities are evolving rapidly, mobility hubs present an opportunity and platform to integrate different sustainable mobility options today and into the future that will enhance people's travel experience and make it easier to live a multimodal lifestyle.

(Limit 2,800 characters; approximately 400 words)

B. Describe the land use and development strategies that the project directly influences or supports that help create walkable, bikeable, and transit-friendly communities. Examples of strategies include:

Mobility hubs help create walkable, bikeable and transit-friendly communities and contribute to several of the goals outlined in Thrive MSP's 2040 Transportation Policy Plan including access to destinations, competitive economy, healthy and equitable communities and leveraging transportation investment to guide land use.

Investments in more, and more permanent, mobility hubs with an increasing range of multimodal travel options will continue to help foster positive land use and development investments in the surrounding areas which further encourages investment in transit, walking and bicycling facilities. In the City of Minneapolis, mobility hubs are listed as a specific Transportation Demand Management (TDM) strategy for developers as they seek to reduce the negative externalities of their planned developments.

Response:

Mobility hubs also support the economic health and competitiveness of the region by improving the availability of multimodal travel options across the region. Integrating additional services improves the flexibility and coverage of public transit encouraging people to drive less and increasing the level of trips taken using transit, bicycling and walking and other sustainable modes.

By co-locating multiple mobility options in one easy to reach location, hubs increase walkability and livability in these neighborhoods and make it easier for people to live a car-light or car-free lifestyle which is increasingly important as they consider where to live and work. As a result, companies across the country are moving to and investing in walkable locations as these qualities are considered a valuable recruiting asset and has helped them attract top talent in a fiercely competitive environment (9, 10, 11).

The majority of the planned hubs are located an existing or planned Bus Rapid Transit (BRT) and Light Rail lines which will also help increase transit usage and reduce congestion on these corridors. Studies have also shown that independently BRT, bike sharing and car sharing each reduce the demand for parking (12, 13, 14). Combining all these modes and more in a single location should have a larger combined impact to parking demand. Parking operators, such as ABC Ramps locally and REEF nationally (15), are also beginning to update and transform their facilities to serve as mobility and freight hubs as they seek out options to diversify their space given the changing nature and impact of shared mobility.

(Limit 2,800 characters; approximately 400 words)

C. Describe how the project supports first- and last-mile solutions for people connecting to places they need to go. Describe the destinations the project will connect and their level of demand. Examples of strategies include.

Response:

Mobility hubs are specifically designed to address first- and last-mile connectivity challenges. Hubs are safe, comfortable and accessible central locations where people can connect with multiple low- and no-carbon mobility options such as transit, bike and scooter sharing to get where they need to go. The network is designed to facilitate making multimodal trips as safe, convenient and reliable as possible by reducing the reliance on a personal car and encouraging connections to public transit.

By locating mobility hubs at high-frequency transit stops and transit centers, hubs make it easier for people to hop off the bus and jump on a bike, scooter or other shared option to get where they're going. This increases the flexibility and reach of the transit system and the distance residents can travel in a reasonable amount of time increasing their access to critical destinations such as employment centers, education, healthcare and human service centers among other places.

A study done by Conveyal (16), found that from West Seattle commuters could only access 67,000 jobs within 45 minutes. However, when including micromobility, a commuter could access 261,000 jobs within 45 minutes. Another study in Boston (17) found that within a 45-minute commute, there would be a 60% increase in job opportunities for those using micromobility options to either get directly to a job or to cover part of a commute from a bus or train station.

Simply increasing access to a range of destinations is only one benefit. Bike share and micromobility use can also reduce the inequality in commuting time and job accessibility at both the individual and spatial levels. A 2018 study showed that bikeshare can produce significant accessibility improvements in underserved and moderately served populations,

compared to adequately served communities (18). Additionally, for those unable to afford a car or their own bicycle or can't store a bike at home, shared micromobility offers critical first- and last-mile connections. And, for those that are unemployed, in combination with Metro Transit's Transit Assistance Program (19) and the City of Minneapolis? Shared Bike and Scooter Access Programs (20), mobility hubs offer low cost, flexible and healthy options that increase access to a wider range job destinations and opportunities.

And, as every mode that is available at mobility hubs is shared by its nature, a network of mobility hubs will increase shared trips and the usage of shared mobility options and services. The more safe and convenient connections to fixed-route transit we're able to add to a specific location increases the likelihood that residents can rely upon hubs in their daily routines, regardless how their daily mobility needs change reinforcing its effectiveness.

(Limit 2,800 characters; approximately 400 words)

Measure 5: Regional Impact/Scalability

A. Describe the regional impact of the project. In the response, consider the following:

Response:

Mobility hubs can have a profound impact on regional multimodal travel, especially when sited along high frequency transit corridors that serve as the backbone for a multimodal system. The hubs identified in this application serve many of the region's most active transit stops and are adjacent to many of the region's most important commercial centers.

The people that will be most directly benefitted will be transit users at each hub?s stops/stations, carshare users and micromobility users that start or stop their trips at a hub. The Metro Transit-led sites (Sun Ray Transit Center, Maplewood Mall and Brooklyn Center Transit Center) average daily boarding and alightings around 6,291-9,926 between 2019 and 2021 (21). All but two of the hub sites are on future BRT corridors and therefore are estimated to have a 30% increase in ridership (22). The Minneapolis hubs average daily transit boarding and alightings between 8,984-5,560 (2019-2020) (23) and had over 18,000 bike (24) and scooter (25) trip starts and stops between 2020 and 2021.

Improving amenities and mobility options at these hubs will have a greater impact beyond the people who are current users of these services. Adjacent business or residents will see expanded access for car free travel - by adding modes like car share, bike share and scooter share users will have more options to access local destinations in the 1-3 mile range. There are 185,948 households in a 2-mile radius of the hub locations which accounts for 15% of the region (26).

The geographic reach for these regional mobility hubs varies based on which modes will be provided at each of the locations. A key feature of nearly all of these regionally prioritized mobility hubs is that

they are along planned or existing BRT stations. By improving access to high frequency fixed route transit service, we open up users to increasing employment opportunities along the BRT routes (27).

(Limit 2,800 characters; approximately 400 words)

B. Describe the expandability of the project. If the project requires an adequate private market response, describe the characteristics of the market it could serve beyond the initial project. In the response, consider the following:

Response:

This project seeks to demonstrate the value and positive impact of expanding a system of mobility hubs at a regional level. There are numerous applications for mobility hubs as demonstrated by the draft Mobility Hub Planning Guide and agencies, transit operators and local governments all have an opportunity to make investments in regional and local hubs to better facilitate multimodal travel, encourage activity and placemaking in their corridors and improve access to transit.

Through this project we will be testing multiple approaches to mobility hub planning and implementation: city led hubs, transit agency led hubs, multiple property owners, introduction of multiple new modes in different land use contexts and investment along high and low frequency transit routes. The lessons learned through this complex implementation will not only be able to be expanded but will provide future projects with critical lessons learned that will inform better outcomes and easier project execution. While this project is pulling from the existing regionally significant project list, it is possible that communities could identify additional areas where investment might have a notable impact.

Another positive regional impact that this project could have is demonstrating the need to integrate multimodal infrastructure as a standard part of regional transit investments at the outset of planning. Some of the project sites are coordinated with the design of BRT stations/stops and others are retrofits of our existing transit investments. Providing complementary multimodal investments along transitways could help grow ridership and maximize our regional investments. With this project, we will be able to see the impact and cost savings for both approaches to construction which will help inform future site selection and planning.

While this project centers transit as the backbone of these hubs, the regional application of hubs could address transportation challenges appropriate to the context. For example, anchoring hubs in town centers with limited transit could provide car-lite and car-free options for 1-3 mile trips that accounted for 41% of all trips in Minneapolis in 2018 according to INRIX (28). Learning how people use the available shared mobility options like electric bikes, electric scooters or carshare for their travel needs is an important part of providing the right mix at hubs.

(Limit 2,800 characters; approximately 400 words)

Measure 6: Partnerships

A. Describe the number of stakeholder groups that have helped or will help develop the project and their role in the projects delivery. In the response, consider the following:

Response:

This project is a unique collaboration with Metro Transit and the Cities of Minneapolis, St. Paul, Maplewood and Brooklyn Center to build out regionally significant mobility hubs that complement existing and planned transit and community investments. Metro Transit and the City of Minneapolis will manage the planning and implementation of the hubs and provide the local match required for the projects.

All the hub locations except the Penn/Lowry location were identified as regionally significant locations during the development of the Mobility Hub Planning Guide based on selection criteria set by the regional stakeholder group. Each of the partner cities? roles will be to collaborate on the design and planning for their respective sites and provide feedback throughout the development and implementation process. Additionally, as some sites may require installation of infrastructure on public right-of-way, working with the cities on easements and permitting will be critical to project success.

There are significant opportunities in this project to develop standards for how property owners, cities, counties and transit agencies can come together to provide cutting edge multimodal amenities while navigating the typically complex arrangements related to allowable use, maintenance, installation, etc. By partnering with the right-of-way owners on mobility hubs, it allows the team to focus on the best outcome for the site and for the hub rather than worry about how to fit all the amenities within the footprint of the site.

There is a significant opportunity to utilize small and minority owned businesses in this project. While a few of the items are standard transit-procured amenities like trash cans or heating systems, the majority of the amenities are focused on innovative

and resilient infrastructure like solar powered benches for phone charging or independent locker systems for users. These smaller procurements are where working with Disadvantaged Business Enterprises (DBE), Targeted Group Businesses (TGB), and the Metropolitan Council Underutilized Business Program (MCUB) will be critical. The two known business partners, HOURCAR and Minneapolis? Ambassador Program Manager represent a local nonprofit and a community based BIPOC contractor respectively.

Additionally, a significant way Metro Transit and Minneapolis intend to engage with the community and support small minority owned businesses is through the ambassador programs. Piloted by Minneapolis over the last two years, a contracted community-based ambassador will be responsible for activating the hubs and performing light maintenance. Their success with this approach has been nationally recognized and Metro Transit and Minneapolis have budgeted for this critical piece of mobility hubs.

(Limit 2,800 characters; approximately 400 words)

B. Identify the funding partners and amounts of local match provided.

Response:

Metro Transit and the City of Minneapolis are the two funding partners providing $150,000 and $250,000 respectively on local match. For Metro Transit, the local match is coming from either Metropolitan Council Regional Transit Capital, Motor Vehicle Sales Tax revenues or other eligible non-federal funds available to Metro Transit in the program year. For the city of Minneapolis, the local match for this project is programmed in its proposed 2023-2028 Transportation Capital Improvement Program (CIP) funded by Net Debt Bonds or other local funding available to the City in the program year.

(Limit 2,800 characters; approximately 400 words)

Attachments

File Name	Description	File Size
Brooklyn Center Letter of Support.pdf	3. Coordination - City of Brooklyn Center Letter of Support	67 KB
City of Minneapolis Letter of Support - Regional Solicitation_Signed.pdf	3. Coordination - Minneapolis Letter of Support	130 KB
Maplewood Letter of Support for Regional Mobility Hubs 0400422.pdf	3. Coordination - City of Maplewood Letter of Support	79 KB
Mobility Hubs Regional Solicitation Budget Final.pdf	4. Other - Project Budget	118 KB
MobilityHubs_RS2022.pdf	2. Maps - Map showing the proposed locations for Regional Mobility Hubs	851 KB
MplsCouncil_Fiscal_Note_MH_RS_MobilityHubs.pdf	3. Coordination - City of Minneapolis Fiscal Note for Mobility Hub match - Grant applications for 2022 Metropolitan Council Regional Solicitation for federal transportation funds	154 KB
MplsCouncil_RCA_MH_RS_MobilityHubs.pdf	3. Coordination - City of Minneapolis committee notice for Mobility Hub match - Grant applications for 2022 Metropolitan Council Regional Solicitation for federal transportation funds	240 KB
MplsCouncil_Resolution_MH_RS_MobilityHubs.pdf	3. Coordination - City of Minneapolis Council Authorization for financial commitments on regional solicitations	700 KB
Other - Description of vendor selection .pdf	4. Other - Description of vendor selection	54 KB
Regional Mobility Hubs One Pager Final.pdf	1. Summary - One Pager Mobility Hubs	547 KB
RegSol Full Page Photos.pdf	1. Summary - Before Photos of Hub Sites	12.0 MB
Saint Paul Letter of Support for Mobilty Hubs Project.pdf	3. Coordination - Letter of Support St. Paul	116 KB
Unique Projects Application - Technical Documentation - Hubs - Metro Transit.pdf	4. Other - Technical Documentation Mobility Hubs	340 KB

April 1, 2022

To: Elaine Koutsoukos
Transportation Advisory Board
Metropolitan Council
390 Robert St. North
St. Paul, MN 55101-1805

Re: Letter of Support for proposal "Regional Mobility Hubs" to the Metropolitan Council's Regional Solicitation Unique Projects Category

Dear Ms. Koutsoukos:

On behalf of the City of Brooklyn Center, we submit this letter of support for Metro Transit's application for the Metropolitan Council's 2022 Regional Solicitation Grant; Unique Projects category. This project is in alignment with the City's strategic priorities *Key Transportation Investments* and *Targeted Redevelopment*. In addition, it compliments the ongoing partnership efforts at the Brooklyn Center Transit Center regarding multimodal investment by the City of Brooklyn Center and Metro Transit. We support the prudency Metro Transit in its development of regional mobility hubs and increase sustainable transportation options through a network of mobility hubs.

Fundamentally, our neighboring City of Minneapolis and Metro Transit are submitting a joint proposal to you to draw upon their expertise to bring a network of mobility hubs to the region. During the early, scary and chaotic days of the COVID-19 Pandemic the City of Brooklyn Center partnered with Metro Transit to do placemaking and education via community engagement and public art. Placemaking was a critical part of the health and well-being of transit reliant residents and visitors. These efforts further the City's desire to create safe, comfortable, and accessible locations that increase access to convenient low and no-carbon transportation options. Shared bicycles, scooters and electric vehicles at the hubs will provide first- and last-mile connectivity with public transit across the city and region.

The City of Brooklyn Center will work with partners such as Metro Transit and other agencies to facilitate the success of this project as at least one of the site improvements will be within the city. We are committed to supporting and fully engaging in the implementation including the coordination with the site-specific work and assisting in final design.

We thank you in advance for your careful consideration, and we look forward to your decision.

Respectfully Yours,

Dr. Reggie Edwards, City Manager
City of Brooklyn Center

Minneapolis
City of Lakes

Public Works
350 S. Fifth St. - Room 203
Minneapolis, MN 55415
TEL 612.673.3000
www.minneapolismn.gov

Elaine Koutsoukos
Transportation Advisory Board
Metropolitan Council
390 Robert St. North
St. Paul, MN 55101-1805

Re: Letter of Support for proposal "Regional Mobility Hubs" to the Metropolitan Council's Regional Solicitation Unique Projects Category

Dear Ms. Koutsoukos:

We are writing this letter on behalf of the City of Minneapolis to express our support for Metro Transit's application to the Metropolitan Council's 2022 Regional Solicitation Grant Unique Projects category. Through this project, the City of Minneapolis looks forward to partnering with and supporting Metro Transit to develop regional mobility hubs and increase sustainable transportation options through a network of mobility hubs.

The City of Minneapolis and Metro Transit are submitting a proposal to you with the general objective of drawing on their expertise to bring a network of mobility hubs to the region. Through placemaking and urban design, these mobility hubs will create safe, comfortable, and accessible locations that increase access to convenient low and no-carbon transportation options. Shared bicycles, scooters and electric vehicles at the hubs will provide first- and last-mile connectivity with public transit across the city and region. This project continues the City's work on Mobility Hub Pilots since 2019 and aligns with the goals and policies outlined in the City's 2040 Comprehensive Plan, our Climate Action Plan, and our Transportation Action Plan.

As it has done in the past, Minneapolis Public Works will work with partners such as Metro Transit and other agencies to facilitate the success of this project including maintaining assets through their lifecycle. Our role in this proposal is to support the implementation of this work by providing staff time, managing project locations in our jurisdiction, overseeing branding and element testing, and identifying local partners and consultants to support the project. We look forward to working with Metro Transit to implement lessons from this project into the development of the City's mobility hub capital program and local implementation guidance for other regional municipalities to follow.

I encourage you to give this application your full consideration, and I look forward to your decision.

Regards,

Margaret Anderson Kelliher
Director of Public Works
City of Minneapolis

Maplewood

April 4, 2022

Elaine Koutsoukos
Transportation Advisory Board
Metropolitan Council
390 Robert St. North
St. Paul, MN 55101-1805

Re: Letter of Support for proposal "Regional Mobility Hubs" to the Metropolitan Council's Regional Solicitation Unique Projects Category

Dear Ms. Koutsoukos:

I am writing this letter on behalf of the City of Maplewood to express our support for Metro Transit's application to the Metropolitan Council's 2022 Regional Solicitation Grant Unique Projects category. This project and the project partners support the multimodal investment that Metro Transit has made at Maplewood Mall Park and Ride. We support Metro Transit in the development of regional mobility hubs and increased sustainable transportation options through a network of mobility hubs.

Metro Transit is submitting a proposal to you with the general objective of drawing on their expertise to bring a network of mobility hubs to the region. Through place making and urban design, these mobility hubs will create safe, comfortable, and accessible locations that increase access to convenient low and no-carbon transportation options. Shared bicycles, scooters and electric vehicles at the hubs will provide first-and last-mile connectivity with public transit across the city and region.

The City of Maplewood will work with Metro Transit, and other agencies, to facilitate the success of this project as at least one of the site improvements will be within the City of Maplewood. Our role in this proposal is to support the implementation of this work by providing coordination with the site-specific work and assisting in final design.

I encourage you to give this application your full consideration, and I look forward to your decision.

Sincerely,

Melinda Coleman

Melinda Coleman
City Manager

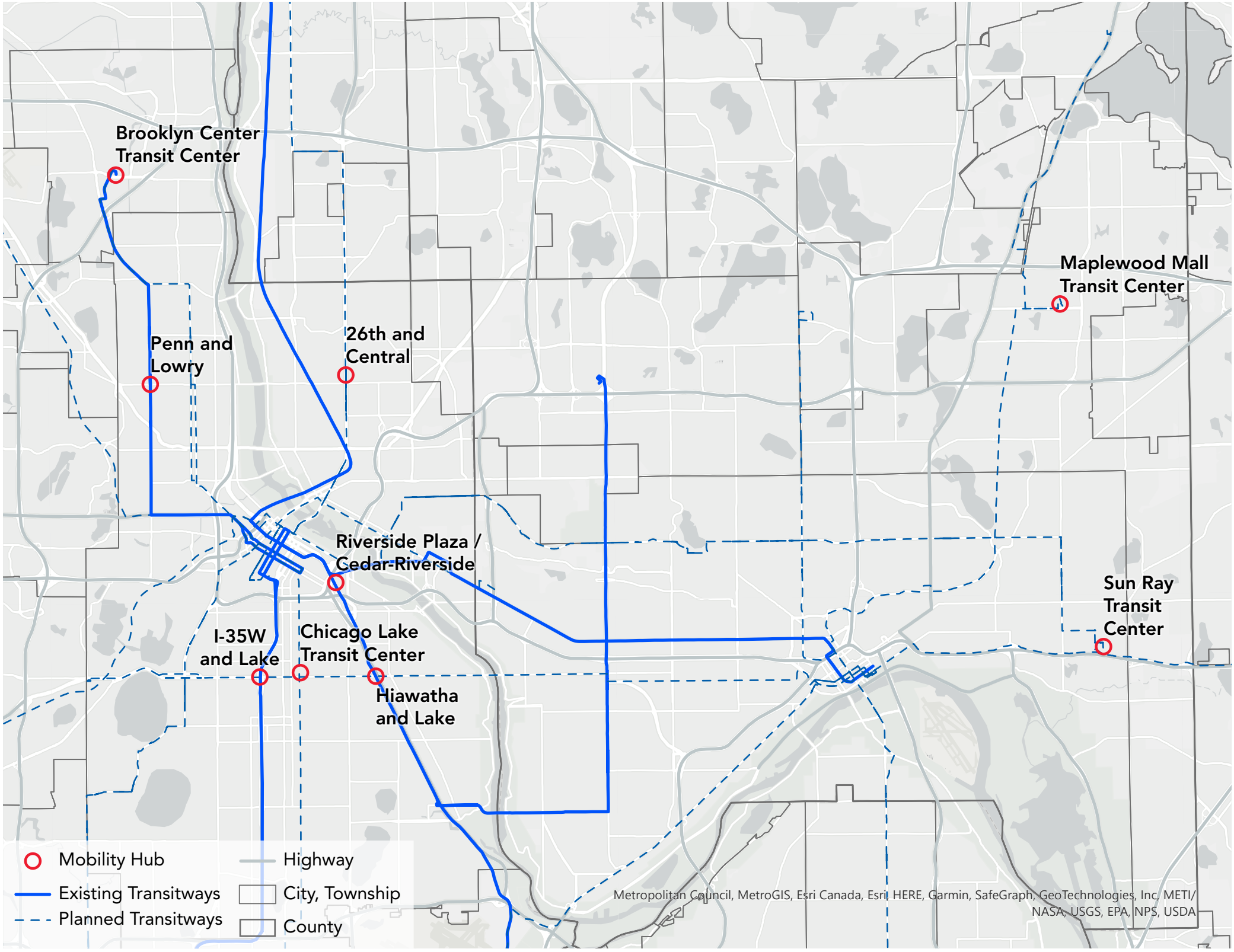
City of Maplewood
Office of the City Manager
1830 County Road B East
Maplewood, MN 55109

Office 651-249-2055
Fax 651-249-2059
www.maplewoodmn.gov

MOBILITY HUBS
ESTIMATED BUDGET

SOURCES OF SUPPORT	MT	MPLS	Total	Notes
FEDERAL	600,000.00	1,000,000.00	1,600,000.00	
LOCAL	150,000.00	250,000.00	400,000.00	
Total Support	**750,000.00**	**1,250,000.00**	**2,000,000.00**	
EXPENSES	**MT**	**MPLS**	**Total**	**Notes**
General Administration				
Salaries - MT	92,000.00		92,000.00	
Fringes - MT	48,760.00		48,760.00	
Salaries - MPLS		66,174.46	66,174.46	
Fringes - MPLS		35,632.47	35,632.47	
Installation Costs		98,693.07	98,693.07	Equipment rental and site materials for install
Office	1,000.00		1,000.00	
Legal & Finance	1,000.00		1,000.00	
Subtotal	142,760.00	200,500.00	343,260.00	
Professional Services	**MT**	**MPLS**	**Total**	
Contractors	70,000.00	245,000.00	315,000.00	Examples include but not limited to a Placemaking and Engagement consultant, air quality monitoring, signage
Subtotal	70,000.00	245,000.00	315,000.00	
Materials	**MT**	**MPLS**	**Total**	
Technology	17,240.00	490,000.00	507,240.00	Examples include but not limited to beacons, projectors, and package lockers
Multimodal infrastructure/improvements	300,000.00	88,500.00	388,500.00	Examples include but not limited to EV carshare charging and vehicles, cargo bikes, bicycle repair stations, and micromobility parking
Placemaking/Activation & Amenities	180,000.00	202,000.00	382,000.00	Examples include but not limited to solar benches, seating, signage, and lighting

Resilience Hubs	40,000.00	24,000.00	64,000.00	Examples include but not limited to Landscaping, energy generation
Subtotal	537,240.00	804,500.00	1,341,740.00	
Total Expenses	**750,000.00**	**1,250,000.00**	**2,000,000.00**	


Brooklyn Center Transit Center
Penn and Lowry
26th and Central
Maplewood Mall Transit Center
Riverside Plaza / Cedar-Riverside
Sun Ray Transit Center
I-35W and Lake
Chicago Lake Transit Center
Hiawatha and Lake
Mobility Hub
Existing Transitways
Planned Transitways
Highway
City, Township
County
Metropolitan Council, MetroGIS, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

Grant applications for 2022 Metropolitan Council Regional Solicitation for federal transportation funds - Fiscal Note

Is this request included in the current year budget?

Yes

Proposed Funding Source

Public Works Department

Fund:

04100 9010943

Is this request supported in any way by grant funds?

Yes

Grant Period

Jul 1, 2024 - Jun 30, 2027

Required matching funds

$12,400,000

Fund

04100 9010943

Describe City's ongoing commitment and/or operating impact when grant expires:

A change is not expected in the annual operating budget; Public Works will reallocate dollars to aging infrastructure and safety needs elsewhere in the system. The grant funds will offset local funding needs and allow the city to advance more work.

Assumptions:

This RCA request is to 1) approve the submission of a series of applications for federal transportation funds through Metropolitan Council's 2022 Regional Solicitation Program and 2) authorize the commitment of local funds to provide the required local match for the federal funding. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, any right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2024, 2026, and 2027. The required 20% local match and any additional expenses needed for the project that receives a regional solicitation grant will be covered by the adopted capital budget.

BUDGET IMPACT

List of revenues and expenditures related to this request

Request Financing	2023	2024	2025	2026	2027
Revenue Sources					
Regional Solicitation grants	$0	$2,500,000	$0	$31,500,000	$28,000,000
Total Revenues	$0	$2,500,000	$0	$31,500,000	$28,000,000
Expenditures					
PV179 – 7th St N	$0				$7,000,000
PV165/PV174 – 35th Street E and 36th Street E from Nicollet Avenue to Park Avenue	$0			$7,000,000	
PV074 – 26th Street E and Hiawatha Avenue intersection	$0			$3,500,000	
TR0XX - Intelligent Transportation System Upgrades and Enhancements	$0			$3,500,000	
BR127 - Nicollet Avenue S Bridge over Minnehaha Creek	$0			$7,000,000	
5th Street Transit Center	$0				$7,000,000
BP007 - Northside Greenway (Humboldt/Irving Avenue N from 26th Avenue N to 44th Avenue N)	$0			$5,500,000	
BIK28 - 2nd Street N protected bikeway from Plymouth Avenue N to Dowling Avenue N	$0				$5,500,000
BIK28 - 9th Street S and 10th Street S protected bikeway from Park Avenue to Hennepin Avenue	$0				$5,500,000
BP004 - 42nd Street E pedestrian safety improvements	$0			$2,000,000	
PV183 - 1st Avenue N from Washington Avenue to 8th Street N pedestrian improvements	$0			$2,000,000	
BP004 - Elliot Park neighborhood pedestrian improvements	$0				$2,000,000
BP001 - 21st Avenue S - Safe Routes to School	$0			$1,000,000	

Request Financing	2023	2024	2025	2026	2027
Revenue Sources					
BP001 - Whittier International Elementary – Safe Routes to School	$0				$1,000,000
BP008 - Mobility Hubs	$0	$2,500,000			
Total Expenditures	$0	$2,500,000	$0	$31,500,000	$28,000,000
Net Budgetary Impact (Revenue-Exp.)	**$0**	**$0**	**$0**	**$0**	**$0**

Does your request have personnel impact?

Not Applicable

Does your request have IT impact?

Not Applicable

Grant applications for 2022 Metropolitan Council Regional Solicitation for federal transportation funds (RCA-2022-00256)

ORIGINATING DEPARTMENT

Public Works Department

To Committee(s)

#	Committee Name	Meeting Date
1	Public Works & Infrastructure Committee	Mar 17, 2022

LEAD STAFF: Ethan Fawley, Vision Zero Program Coordinator, Transportation Planning and Programming

PRESENTED BY: Ethan Fawley, Vision Zero Program Coordinator, Transportation Planning and Programming

Action Item(s)

#	File Type	Subcategory	Item Description
1	Action	Grant	Authorizing the submittal of a series of grant applications for federal transportation funds through Metropolitan Council's 2022 Regional Solicitation Program.
2	Action	Grant	Authorizing the commitment of local funds to provide the required local match for the federal funding.

Ward / Neighborhood / Address

#	Ward	Neighborhood	Address
1.	All Wards		

Background Analysis

Public Works will prepare a series of applications for the 2022 Regional Solicitation for Federal Transportation Funds in response to the current Metropolitan Council solicitation. This request includes a summary of the eligible project areas, a brief description of proposed city projects, estimate of requested amounts, and the minimum local match. Each project requires a minimum 20% local match for construction in addition to the costs for design, engineering, administration, any right-of-way acquisition, and any additional construction costs to fully fund the project. These applications will maximize the use of federal funding. The funding is for projects to be constructed in federal fiscal years 2026 and 2027. Grant awards for these projects are expected to be announced in early 2023.

Public Works identifies projects that meet the eligibility requirements for federal funding and closely evaluates which applications to submit in a manner that is consistent with the equity-based approach used to select and prioritize projects as a part of the Capital Improvement Program (CIP). Additional consideration is given to the criteria used in application scoring, such as: role in the regional transportation system and economy, equity, affordable housing, asset condition, safety, connectivity, cost-benefit, operational benefits, number of users and multimodal elements. Public Works also considers project readiness, cost, deliverability, and alignment with adopted plans, policies, and initiatives (e.g., *Minneapolis 2040*, *20 Year Street Funding Plan*, the Transportation Action Plan, Complete Streets Policy and Vision Zero).

The 2022 Regional Solicitation for federal transportation funding is part of Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area. The funding program and related rules and requirements are established by the U.S. Department of Transportation and administered locally through collaboration with the Federal Highway Administration, the Federal Transit Administration, and the Minnesota Department of Transportation.

Applications are grouped into three primary modal evaluation categories; each category includes several sub-categories as detailed below.

1. Roadways Including Multimodal Elements

- Strategic Capacity (Roadway Expansion)
- Roadway Reconstruction/Modernization
- Traffic Management Technologies (Roadway System Management)
- Bridge Rehabilitation/Replacement
- Spot Mobility and Safety

2. Transit and Travel Demand Management (TDM) Projects
   - Arterial Bus Rapid Transit Project
   - Transit Expansion
   - Transit Modernization
   - Travel Demand Management
3. Bicycle and Pedestrian Facilities
   - Multiuse Trails and Bicycle Facilities
   - Pedestrian Facilities
   - Safe Routes to School (Infrastructure Projects)
4. Unique Projects

Public Works is recommending the submittal of up to 15 applications, which are summarized below. See attachment for specific project locations. Public Works is not planning to submit in categories that don’t align with our goals (Road Expansion) or where partner agencies will be submitting projects as the project sponsor (Transit and TDM).

Project Name	Category	Maximum Federal Amount (not every project will seek max)	Minimum Local Match Required for Maximum Award (20%)*
*Amounts shown indicate minimums only. Total project cost and local match anticipated to be higher for many projects.			
7th Street N from 10th Street to Lyndale Avenue	Roadway Reconstruction/ Modernization	$7,000,000	$1,400,000
35th Street E and 36th Street E from Nicollet Avenue to Park Avenue	Roadway Reconstruction/ Modernization	$7,000,000	$1,400,000
26th Street E and Hiawatha Avenue intersection	Spot Mobility and Safety	$3,500,000	$700,000
Intelligent Transportation System Upgrades and Enhancements	Traffic Management Technologies	$3,500,000	$700,000
Nicollet Avenue S Bridge over Minnehaha Creek	Bridge Rehabilitation/Replacement	$7,000,000	$1,400,000
5th Street Transit Center (still being finalized)	Transit Modernization	$7,000,000	$1,400,000 (match provided by MnDOT)
Northside Greenway (Humboldt/Irving Avenue N from 26th Avenue N to 44th Avenue N)	Multiuse Trails and Bicycle Facilities	$5,500,000	$1,100,000

2nd Street N protected bikeway from Plymouth Avenue N to Dowling Avenue N	Multiuse Trails and Bicycle Facilities	$5,500,000	$1,100,000
9th Street S and 10th Street S protected bikeway from Park Avenue to Hennepin Avenue	Multiuse Trails and Bicycle Facilities	$5,500,000	$1,100,000
42nd Street E pedestrian safety improvements	Pedestrian Facilities	$2,000,000	$400,000
1st Avenue N from Washington Avenue to 8th Street N pedestrian improvements	Pedestrian Facilities	$2,000,000	$400,000
Elliot Park neighborhood pedestrian improvements	Pedestrian Facilities	$2,000,000	$400,000
21st Avenue S - Safe Routes to School	Safe Routes to School	$1,000,000	$200,000
Whittier International Elementary – Safe Routes to School	Safe Routes to School	$1,000,000	$200,000
Mobility Hubs	Unique Projects	$2,500,000	$500,000 (half of match will be provided by Metro Transit)
	Totals	$62,000,000	$12,400,000

Details of the proposed applications are described below.

7th Street North from 10th Street North to Lyndale Avenue

The proposed project is a complete reconstruction of 7th Street North from 10th Street N to Lyndale Avenue N, approximately 0.5 miles. 7th Street North has been identified as a future reconstruction candidate, driven primarily by deteriorating and aging infrastructure conditions. This is also a High Injury Street, on the Pedestrian Priority Network, a Transit Priority Project, and an All Ages and Abilities bikeway. This project will be coordinated with planned Blue Line Extension Light Rail Transit project work in the area. This segment is programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2027. The proposed project will reconstruct the pavement surface, curb and gutter, signage, storm drains, driveway approaches, traffic signals, striping, lighting, street trees, sidewalks, and ADA ramps. The project will also provide an opportunity for safety enhancements along the street, improvements to the pedestrian realm, upgrading the existing bicycle facility to provide separation between vehicles and bicycles, and infrastructure to support transit.

Program Category: Roadway Reconstruction/Modernization

35th Street East and 36th Street East from Nicollet Avenue to Park Avenue

The proposed project is a complete reconstruction of 35th Street E and 36th Street E from Nicollet Avenue to Park Avenue, approximately 1.2 miles total. Both streets have been identified as future reconstruction candidates, driven primarily by deteriorating and aging infrastructure conditions. Both streets are High Injury Streets and on the Pedestrian Priority Network; a portion of 35th Street is on the All Ages and Ability bikeway network. The proposed project will reconstruct the pavement surface, curb and gutter, traffic signals, lighting, ADA ramps, some sidewalks, as well as construct a bicycle facility and safety improvements. The 35th Street E segment is programmed in the City's Capital Improvement Program (CIP) for reconstruction in 2026 and the 36th Street segment is programmed for 2027.

Program Category: Roadway Reconstruction/Modernization

26th Street East and Hiawatha Avenue intersection

This project proposes safety improvements at the intersection on 26th Street East and Hiawatha Avenue. The intersection is one of the 10 highest crash intersections in the city. The existing intersection currently features slip lanes on two approaches, wide turning radii, long pedestrian crossing distances, and no bikeway connection between the Hiawatha trail and bikeway on 26th Street west of the intersection. The project would work with MnDOT to improve safety for all modes of travel and create a dedicated bike connection on 26th Street East. This intersection improvement project was identified during planning for MnDOT's Hiawatha Avenue rehabilitation project, which will be implemented in 2022.

Program Category: Spot Mobility and Safety.

Intelligent Transportation System Upgrades & Enhancements

The purpose of the project is to upgrade the City's traffic management systems. Key features of the project include installing fiber optic cable to create a higher bandwidth and more reliable traffic communication network, deploying additional Closed Circuit Television cameras, upgrading detection systems, and installing infrastructure for advancements in connected vehicle to infrastructure technology in locations throughout the city. The City is collaborating with Hennepin County on the project.

Program Category: Traffic Management Technologies

Nicollet Avenue South Bridge over Minnehaha Creek

This project proposes the major repair and renovation of the Nicollet Avenue South Bridge over Minnehaha Parkway and Minnehaha Creek. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure. This project is programmed in the City's CIP for 2026.

Program Category: Bridge Rehabilitation/Replacement

5th St Transit Center (Ramp B)

The proposed project is a remodel of the Transit spaces in Ramp B. Key features of the project include new transit platforms, accessibility improvement, raised walkways, updated passenger waiting areas with new railing, lighting, and signage. Modernization of the interior lobby with new finishes, lighting and safety enhancements, and updates to the exterior with an improved pedestrian landmark, wayfinding finishes, enhanced lighting, and safety/visibility improvements.

Ramp B, the first of three State-owned ABC ramps to be built, was completed over 30 years ago in 1989. The State and City have a long-term contractual relationship for the City to manage, operate and maintain the ABC Ramps. As such the City (Public Works) would lead this proposed remodel project similar to current arrangements for other repair and construction projects for the ABC ramps. The State (MnDOT) will provide the required local match.

Program Category: Transit Modernization

Northside Greenway Phase 1

The proposed project will create a Neighborhood Greenway along Humboldt/Irving Avenue N for approximately 2.5 miles in North Minneapolis, extending from 44th Avenue N to 26th Avenue N. This segment is currently a low volume residential street that connects several schools and parks. The corridor will receive a range of different neighborhood greenway treatments (as identified in the City's Street Design Guide) from block to block, including bicycle boulevard treatments, intersection improvements, and trail segments. The project will also include some ADA improvements to intersections. The project is programmed in the City's CIP in 2026.

Program Category: Multiuse Trails and Bicycle Facilities

2nd Street North protected bikeway from Plymouth Avenue North to Dowling Avenue North

The proposed project will upgrade the existing unprotected bike lanes on 2nd Street North to protected bikeways and add pedestrian and intersection safety improvements. The 2.2-mile segment will improve connections to the riverfront at Plymouth Avenue North, 26th Avenue North, Lowry Avenue North, and the new public infrastructure associated with the Upper Harbor Terminal project. The project will also include ADA upgrades and potentially signal upgrades at some intersections.

Program Category: Multiuse Trails and Bicycle Facilities

9th Street South and 10th Street South protected bikeway from Park Avenue to Hennepin Avenue

The proposed project will upgrade the existing unprotected bike lanes on 9th Street and 10th Street to protected bikeways and add pedestrian and intersection safety improvements. This is also a High Injury Street, on the Pedestrian Priority Network, and an All Ages and Abilities bikeway. Together the connections are 1.5 miles and address important east-west bikeway connections in downtown as well as a connection to the 7th Street bikeway heading to North Minneapolis.

Program Category: Multiuse Trails and Bicycle Facilities

42nd Street East pedestrian safety improvements

The proposed project would include the implementation of pedestrian focused safety improvements at select intersections along 42nd Street between Nicollet Avenue and 18th Avenue S. 42nd Street is a High Injury Street and the improvements will build on 2022 Vision Zero capital program investments. Intersection improvements may include signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices,

and pavement markings at select locations. Complimentary bikeway improvements may be considered as well. The improvements will be coordinated with a planned street resurfacing project.

Program Category: Pedestrian Facilities

1st Avenue North from Washington Avenue to 8th Street pedestrian improvements

The proposed project would improve pedestrian safety and access along 1st Avenue North for 0.5 miles between Washington Avenue and 8th Street. 1st Avenue North is a High Injury Street with a narrow pedestrian realm in an area with high pedestrian demand. Improvements may include wider sidewalks, signal upgrades, ADA-compliant curb ramps, bump outs, signage, and greening.

Program Category: Pedestrian Facilities

Elliot Park neighborhood pedestrian improvements

The proposed project would improve pedestrian safety and access at select intersections in the Elliot Park neighborhood such as along Chicago Avenue, 11th Avenue S, and 8th Street S. Chicago Avenue and 11th Avenue S are High Injury Streets. Intersection improvements may include signal upgrades, ADA-compliant curb ramps, bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

Program Category: Pedestrian Facilities

21st Avenue South - Safe Routes to School

The proposed project would include pedestrian and bicycle-related improvements along 21st Avenue South between 28th Street East/Midtown Greenway and 43rd Street East. The project will connect to South High School and Folwell Community School. Pedestrian and bicycle improvements may include ADA-compliant curb ramps, traffic circles, speed humps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

Program Category: Safe Routes to School

Whittier International Elementary - Safe Routes to School

The proposed project would include pedestrian and bicycle-related improvements near Whittier International Elementary School along 26th Street W, 27th Street W, and/or 28th Street W to provide a safer connection to the school for people walking or rolling. 26th Street and 28th Street are High Injury Streets and on the Pedestrian Priority Network and All Ages and Abilities bikeway network. Pedestrian and bicycle improvements may include

ADA-compliant curb ramps, traffic circles, speed bumps, speed tables, bump outs, medians, diverters, signage, traffic control devices, protected bikeways, and pavement markings at select locations.

Program Category: Safe Routes to School

Mobility Hubs

The City is partnering with Metro Transit, the lead applicant, to submit an application to develop Mobility Hubs. The Metropolitan Council encouraged the City to apply jointly with Metro Transit, in response to each of our Letters of Interest previously submitted, to further enhance our projects and lead the region in this work. This funding for the Unique Projects category is for 2024 implementation. Since 2019, the City has piloted over two dozen safe, comfortable, and accessible locations that increase access to convenient low and no-carbon transportation options such as transit, bike, and scooter sharing. The City pilot also uses a community partnership model and ambassadors to engage and educate users on mobility hubs and new mobility options. The project will permanentize existing and popular mobility hub locations and install dedicated infrastructure such as micromobility parking areas, seating and other street furniture, lighting, mode finding, and other digital transportation signage. The project will also include development of branding, processes, and standards for mobility hub development to ensure consistency between cities across the region. The City and Metro Transit will each provide half of the required local match for this project.

FISCAL NOTE

- Grant applications for 2022 Metropolitan Council Regional Solicitation for federal transportation funds - Fiscal Note

Attachments

2022 Regional Solicitation Project Map

Council Action No. 2022A-0248 **City of Minneapolis** **File No. 2022-00268**

Committee: PWI Public Hearing: None Passage: Mar 24, 2022 Publication: APR 01 2022

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Wonsley Worlobah	X			
Rainville	X			
Vetaw	X			
Ellison	X			
Osman	X			
Goodman	X			
Jenkins	X			
Chavez	X			
Chughtai	X			
Koski	X			
Johnson	X			
Palmisano	X			

MAYOR ACTION

☒ APPROVED ☐ VETOED

MAYOR

MAR 28 2022

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: MAR 24 2022

Received from Mayor: MAR 30 2022

The Minneapolis City Council hereby:

1. Authorizes the submittal of a series of grant applications for federal transportation funds through Metropolitan Council's 2022 Regional Solicitation Program.
2. Authorizes the commitment of local funds to provide the required local match for the federal funding.

The Regional Mobility Hubs projects will be utilizing professional services for engagement and placemaking, vendors for shared mobility options (bikes, scooters, and carshare), and a vendor for some technology at the hub sites. Professional services will go through a competitive selection process subject to Met Council/Metro Transit requirements. The carshare vendor for the Sun Ray Mobility Hub in Saint Paul will use the city's current carshare vendor, HOURCAR Evie carshare, consistent with their requirements. The vendors for bikeshare and scooters for Minneapolis locations will be the city's current vendors NiceRide and Lyft for bikeshare and Lime, Lyft, and Spin for scooters, consistent with their requirements. The vendors for additional technology will go through traditional procurement processes for either Minneapolis or Metro Transit. Given the innovative aspects of the project, vendors may be limited on the technology procurement and require sole source.

Project Name: Regional Mobility Hubs
Applicant: Metro Transit
Requested award amount: $1,600,000
Total Project Cost: $2,000,000

Project locations (see map below):

1. Brooklyn Center Transit Center, City of Brooklyn Center, Hennepin County
2. Sun Ray Transit Center, City of St. Paul, Ramsey County
3. Maplewood Mall Transit Center, City of Maplewood, Ramsey County
4. Penn Ave N and Lowry Ave N, City of Minneapolis, Hennepin County
5. 26th Ave NE and NE Central Ave, City of Minneapolis, Hennepin County
6. Lake Street Corridor, City of Minneapolis, Hennepin County
    a. The location will either be Hiawatha/Lake, I-35 and Lake, or Chicago/Lake
7. Cedar/Riverside, City of Minneapolis, Hennepin County

Project Description

One of the greatest challenges identified with fostering multimodal communities has traditionally been the frequency and availability of transit and people's ability to easily and seamlessly access first- and last-mile connections to transit. Mobility hubs address this issue head on by physically creating spaces where people can connect with multiple low and no-carbon mobility options in a safe, comfortable and accessible environment that facilitates convenient and reliable connectivity across modes. This project will be the first permanent step towards the implementation of a Regional Mobility Hub Network and will help the region continue to lead nationally on Mobility Hub development. It will be the first time different implementation styles are tested; transit agency versus City-led projects, siting hubs in a variety of land use patterns and making various infrastructure elements permanent to support numerous different modal options.

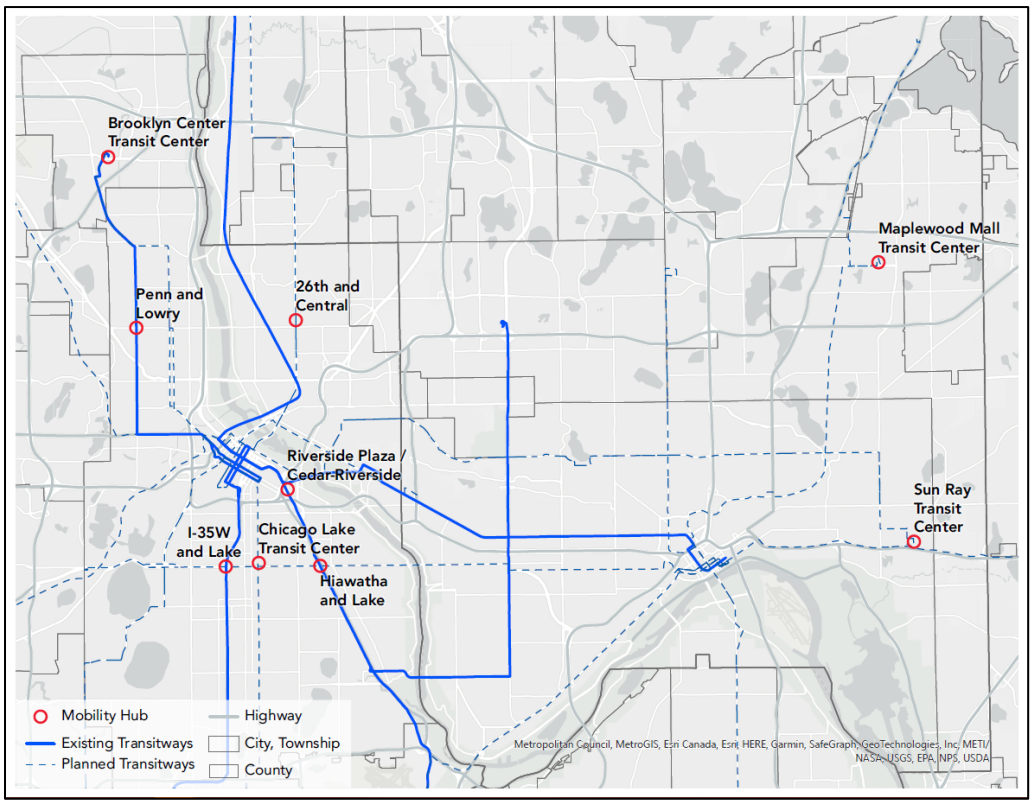
With Metro Transit as project lead and the City of Minneapolis as the key subrecipient, both agencies will work in close coordination to build out their ideal system of hubs. Hubs can have many different amenities based on their location and primary adjacent land uses, but this application is focused specifically on:

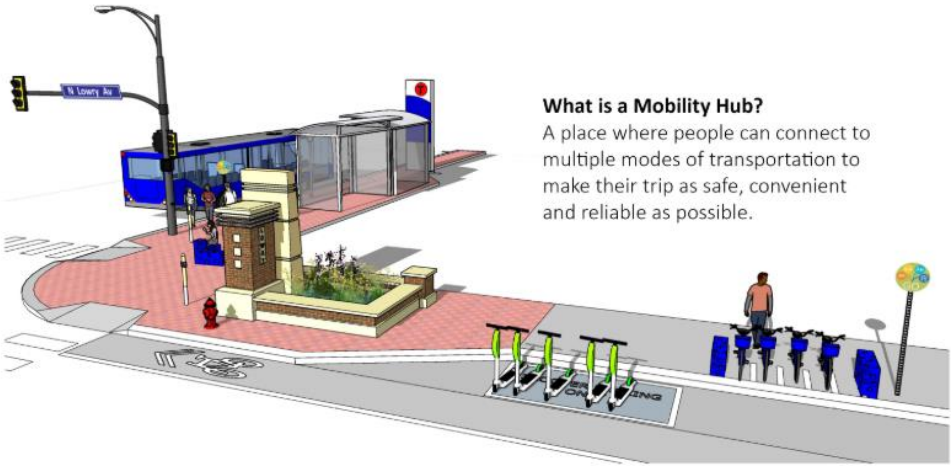
- **Multimodal infrastructure improvements** including dedicated bicycle and micromobility parking at transit stations/stops
- **Technologies** such as interactive screens, wayfinding and modefinding aids to enhance the user experience and ensure transportation access to those without smartphones
- **Resilience** infrastructure at the hub sites such as renewable energy generation for charging along with green infrastructure and landscaping
- **Placemaking/Placekeeping** elements at hubs including seating, secure lockers and other amenities improvements along with programming and engagement through community ambassadors.

Project Benefits:

- Increased multimodal travel options and shared mobility trips leading to decreased car usage
- Seamless connectivity between modes and a higher quality user experience
- Improved equity, access and connectivity to key places and opportunities for black, indigenous, and people of color (BIPOC) communities
- Better air quality and reduced greenhouse gas emissions through increased multimodal and transit trips
- Efforts will inform future projects with critical lessons learned that will ease project execution and lead to better outcomes

Map of Regional Mobility Hub Locations:





Concept Design for Mobility Hub, City of Minneapolis

Penn Ave N & Lowry Ave N

26th Ave NE & NE Central

26th Ave NE & NE Central

Riverside Plaza

Cedar/Riverside Triangle

Hiawatha Ave & E Lake St

Hiawatha Ave & E Lake St

Chicago Ave S & E Lake

Chicago Ave S & E Lake

Brooklyn Center Transit Center

Brooklyn Center Transit Center

Brooklyn Center Transit Center

Maplewood Mall Transit Center

Sun Ray Transit Center

Sun Ray Transit Center

OFFICE OF MAYOR MELVIN CARTER
CITY OF SAINT PAUL

15 Kellogg Blvd. West, 390 City Hall
Saint Paul, MN 55102
Tel: 651-266-8510

Elaine Koutsoukos
Transportation Advisory Board
Metropolitan Council
390 Robert St. North
St. Paul, MN 55101-1805

Re: Letter of Support for proposal "Regional Mobility Hubs" to the Metropolitan Council's Regional Solicitation Unique Projects Category

March 24, 2022

Dear Ms. Koutsoukos and TAB:

We are writing this letter on behalf of the City of Saint Paul to express our support for Metro Transit/City of Minneapolis application to the Metropolitan Council's 2022 Regional Solicitation Grant Unique Projects category. This project and the project partners complement and support the multimodal investment that the City of Saint Paul has made in the past few years, specifically the investment in the EV Spot Network and Evie carshare system. We strongly support Metro Transit's efforts to increase sustainable transportation options through a network of mobility hubs.

Through placemaking and urban design, these mobility hubs will create safe, comfortable, and accessible locations that increase access to convenient low and no-carbon transportation options. Shared bicycles, scooters and electric vehicles at the hubs will provide first- and last-mile connectivity with public transit across the city and region.

The City of Saint Paul will work with partners such as Metro Transit and other agencies to facilitate the success of this project as at least one of the site improvements will be in Saint Paul at the Sunray Center Gold Line station. Please note that the City of Saint Paul is submitting a separate application that includes the addition of EV carshare at Saint Paul Gold Line Stations. Saint Paul's proposal would cover the cost of additional EV carshare fleet, complementing the Metro Transit/Minneapolis proposal.

I urge you to support this application in the Unique Projects category.

Best,

Russ Stark
Chief Resilience Officer
(651) 266-8511, russ.stark@ci.stpaul.mn.us

Summary of mobility hub evaluations across the country

The City of Minneapolis is one of the only mobility hub pilot programs currently being evaluated in the United States. To date, the only known mobility hub pilots that have been completed and summarized besides Minneapolis have been Austin, TX (29) and Boston, MA (30). Other jurisdictions, such as the Los Angeles Department of Transportation (31), the San Diego Association of Governments (32), and the Metropolitan Transportation Commission (33) in California have completed planning and project site selection, but not any project evaluations.

Methodology for determining project impact

Evaluating the impact of mobility hubs is critical to understanding their function as a community space and transportation infrastructure along with their effectiveness at encouraging behavior change. We will be among the first regions in a position to evaluate the effectiveness of Mobility Hubs across modes. Our approach to evaluating project impact will be a mix of qualitative and quantitative methods to determine if we've achieved our project goals and will address critical questions including:

- Do mobility hubs increase the number of non-motorized trips beginning or ending at the site?
- Do mobility hubs increase the number of non-motorized trips that start or end in Areas of Concentrated Poverty?
- Do mobility hubs make car-lite and car-free travel more reliable?
- Do mobility hubs change how people access transit?
- Do mobility hubs change how people are using the space?
- What is the right mix of modal choices at urban vs. suburban sites?
- Do residents find value in the improvements/how much are the improvements utilized?
- Which amenities, infrastructure improvements or modal solutions have the most impact on increasing non-motorized trips?

Due the evolving nature of the concept of mobility hubs we may re-examine the metrics to determine success through the project planning process. The challenge for mobility hubs and multimodal trip evaluations in general are:

1. Trip chaining across modes is difficult to track because:
    a. Users do not have accounts across different operators
    b. Operators do not re-identify users and reconstruct their trips in order to protect user privacy
    c. Transit alighting is not tracked consistently
2. It is difficult to quantitatively evaluate behavior change because of the number of variables that could impact travel patterns/behavior such as:
    a. Weather impacts on ridership
    b. Job changes
    c. Daily commute changes
3. Relatively new data sets such as:
    a. Shared Motorized Foot Scooters since 2018
    b. Shared Electric-assisted bicycles since 2018
    c. Pedal bicycles since 2011

To address and overcome these challenges, Metro Transit and the City of Minneapolis will employ a strategy that will collect both quantitative and qualitative data before and during the project by:

1. Sharing data across agencies to facilitate collaboration
2. Using data from anonymous user surveys across modes to supplement trip start/end data
3. Using multi-year data comparisons to address unpredictable travel behavior and new data sets such as:

   a. Mobility Data Specification (MDS) and General Bikeshare Feed Specification (GBFS) based trip data for Minneapolis' Shared Bike and Scooter Program
   b. Metro Transit's Transit Master data and on-time performance data
4. Ambassadors will regularly perform visual audits using site maintenance checklists and record how people are using the spaces
5. Ambassadors will conduct small scale in-person surveys with questions similar to Met Council's travel behavior survey to determine how people traveled to the site, what modes they've used and how they would've taken this trip were it not for the mobility hub
6. Minneapolis Shared Bike and Scooter Program vendors will distribute four annual, anonymous user surveys via email communications (one for all users and one for low-income program participants at both the season's start and end)
7. Minneapolis will post and distribute online surveys for the general public that asks questions about both the Shared Bike and Scooter Program and Mobility Hubs

Air Quality Methodology

Our hypothesis is that this project will positively impact regional air quality through:

- A reduction of greenhouse gas (GHG) emissions due to:
  - A reduction of single-occupant vehicle (SOV) trips
  - A reduction of peak-hour auto trips
  - An increase in non-motorized, shared mobility trips
  - An increase in multiple-occupant vehicle trips
  - Access to electric vehicle charging stations
- Improvement to surface or ground water quality and management
- Other environmental improvements

We plan to assess the impact to measuring air quality directly throughout the project year at the Minneapolis sites specifically, possibly expanding to all regional hubs. The City of Minneapolis and the McKnight Foundation are partnering in 2022-2023 to engage Aclima to measure and monitor air quality across the Green Zones and in the surrounding Areas of Concentrated Poverty. Aclima is the leader in hyperlocal air quality and greenhouse gas measurement and analysis and has pioneered an entirely new way to measure and analyze air pollution and greenhouse gases. Aclima has introduced a new way to measure air pollution and greenhouse gases, at the resolution needed to target emissions reductions, protect human health and advance environmental justice. The Aclima hardware and software technology platform translates billions of scientific measurements from its network of stationary and roving sensors into Aclima Environmental Intelligence™ for governments, businesses and communities.

Their platform and sensor suites create comprehensive visibility into air pollution and emissions across any coverage area. Operating fleets of low and no-emission vehicles outfitted with sensors, Aclima monitors and analyzes a wide variety of polluters, including PM 2.5, black carbon, methane, ethane, ozone, carbon dioxide, carbon monoxide, nitrogen dioxide, nitric oxide, and VOCs. Measurements are made at breathing height at the block level meaning every street segment in the project area will be measured approximately 20 times throughout the year. Aclima measurements deliver up to 100,000x greater spatial resolution than traditional approaches creating comprehensive visibility into air pollution and emissions across urban, suburban, and rural landscapes. Complete details on Aclima's mobile air monitoring objectives, methods, data and measurement objectives, quality control procedures, data verification, validation and management, and related reference materials are available here.

In addition to Aclima's direct air quality measurements for the hubs within the City of Minneapolis, we will compare those against another method to calculate the air quality impact for future sites using trip, survey and air quality data. In 2019 and 2020, the City of Minneapolis evaluated its mobility hub pilots using a GHG calculation model based on the

Bloomberg American Cities' Climate Challenge (ACCC) IAM tool which was a policy design and impact analysis tool jointly developed by The Greenlink Group and the Stockholm Environment Institute for the ACCC Initiative. The Bloomberg methodology extrapolates air quality impact utilizing Mobility Data Specification (MDS) trip data for bike and scooter share, Metro Transit transit ridership data as well as data collected through anonymous user surveys in partnership with the scooter share providers. These data are combined to understand the total level of trips taken as well as how users would've traveled had those carbon-free options not been available. The methodology is based on reduced motorized trips by X per day per # of bike/scooter deployed. In the surveys users were asked to share what transportation modes their scooter rides replaced to help further develop the scooter emission methodology.

The purpose of using this method for comparison is to gauge its accuracy again direct measurement to determine how effective this tool is and whether it can be used confidently in the future for mobility hub sites that don't have access to direct air measurement tools. Calculations continue to be refined to more accurately show how many scooter trips are actually replacing motorized trips. Based on user feedback, the numbers may be lower than first expected. Based on research presented at the Transportation Research Board comparing our trip data to Austin, TX, shows that scooter and bike share users in Minneapolis are replacing commute trips unlike other US cities where they are used for recreational trips at greater levels. Minneapolis Public Works will work with the Minnesota Department of Transportation through their Clean Transportation Grant Program 2022 Mobility Hub pilot to further evaluate and refine the Bloomberg methodology. Additional information including the specific methodology, assumptions and calculations can be found here.

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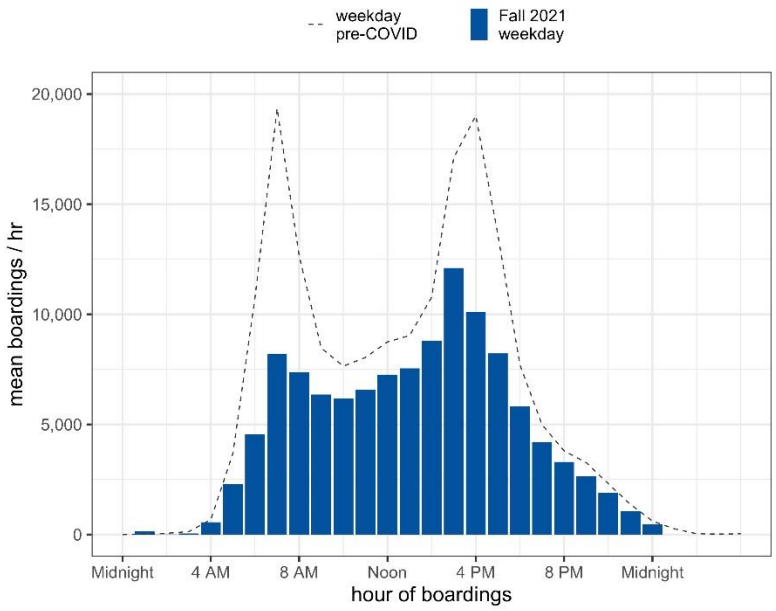
Supporting Transit Data

Mobility Hub Transit Boardings and Alightings 2019-2021

		Total
Maplewood	2019	2567
	2021	916
BCTC	2019	6031
	2021	3873
Sun Ray	2019	1328
	2021	1502
Metro Transit Total	2019	9926
	2021	6291
Penn and Lowry		
Total	2019	1565
	2021	885
Lake Street Corridor		
Total	2019	6085
	2021	3913
Riverside Plaza		
Total	2019	659
	2021	373
26th and Central		
Total	2019	675
	2021	389
Minneapolis Total	2019	8984
	2021	5560

Source: APC Data, Metro Transit

Traditional Rush Hour Peak Decline



Source: APC Data, Metro Transit

Demographic Information for Hub sites

As we shared in the narrative, most of the sites selected for this project were specifically chosen as they are in communities that have a majority of residents that are black, indigenous and people of color (BIPOC). The people that will most directly benefit will be the immediate surrounding community and especially transit users at each hub's stops/stations and micromobility users that start or stop their trips at a hub. The hubs identified in this application are at some of the region's most active transit stops and are adjacent to many of the region's most important commercial centers. As a result, activity at and near these hubs will have a greater impact beyond the people who are current users of these services.

While we believe that the actual impact will go beyond a 2-mile radius, this distance was chosen because it is a conservative, average estimate of the distance one can travel in 15 minutes using a classic bicycle, electric-assisted bicycle or scooter. Hubs that have microtransit or car sharing will also see expanded access to local destinations beyond a 2-mile range. Below is the complete demographic information within a 2-mile radius around each hub location.

Data is from the U.S. Census Bureau. 2019 American Community Survey 1-year Public Use Data Profiles. Available here.

Location	**Penn Ave N & Lowry Ave N**	**26th Ave NE & Central Ave NE**	**3rd St S & Cedar Ave**	**I-35W & Lake Street Transit Center**	**Brooklyn Center Transit Center**	**Maplewood Mall Transit Center**	**Sunray Transit Center**
Job Density	1-6 jobs/acre	1-6 jobs/acre	25-50 jobs/acre	12-24 jobs/acre	1-6 jobs/acre	6-12 jobs/acre	1-6 jobs/acre
Population within a 2-mile radius	59,409	46,459	105,210	114,756	42,391	28,223	50,041
Under 18	16,831	7,773	13,934	20,356	11,296	6,350	14,006
Under 18 %	**28.3%**	**16.7%**	**13.2%**	**17.7%**	**26.6%**	**22.5%**	**28.0%**
Over 18	42,578	38,686	91,276	94,400	31,095	21,873	36,035
Over 18 %	**71.7%**	**83.3%**	**86.8%**	**82.3%**	**73.4%**	**77.5%**	**72.0%**
White	21,495	32,253	51,909	58,059	16,063	18,283	17,964
White %	**36.2%**	**69.4%**	**49.3%**	**50.6%**	**37.9%**	**64.8%**	**35.9%**
Black	21,263	5,162	25,934	24,236	11,045	2,597	8,497
Black %	**35.8%**	**11.1%**	**24.6%**	**21.1%**	**26.1%**	**9.2%**	**17.0%**
Native/American Indian	821	381	2,119	2,280	305	109	298
Native/American Indian %	**1.4%**	**0.8%**	**2.0%**	**2.0%**	**0.7%**	**0.4%**	**0.6%**
Asian	5,335	1,622	9,752	3,735	6,830	3,984	14,697
Asian %	**9.0%**	**3.5%**	**9.3%**	**3.3%**	**16.1%**	**14.1%**	**29.4%**
Pacific Islander	24	16	50	58	8	8	14
Pacific Islander %	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**
Other	402	201	484	693	215	115	222
Other %	**0.7%**	**0.4%**	**0.5%**	**0.6%**	**0.7%**	**0.4%**	**0.4%**
Multi-Racial	3,879	2,429	4,418	5,642	2,343	1,402	2,208
Multi-Racial %	**6.5%**	**5.2%**	**4.2%**	**4.9%**	**5.5%**	**5.0%**	**4.4%**
Hispanic	6,190	4,395	10,544	20,053	5,582	1,725	6,141
Hispanic %	**10.4%**	**9.5%**	**10.0%**	**17.5%**	**13.2%**	**6.1%**	**12.3%**
Non-Hispanic	53,219	42,064	94,666	94,703	36,809	26,498	43,900
Non-Hispanic %	**89.6%**	**90.5%**	**90.0%**	**82.5%**	**86.8%**	**93.9%**	**87.7%**